LOS ANGELES SECTIONAL

SECTIONAL AERONAUTICAL CHART SCALE 1:500,000

Federal Aviation Administration

EFFECTIVE 0901Z **19 MAR 2026**
TO 0901Z **14 MAY 2026**

Consult NOTAMs for latest information

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Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

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SECXXLOSANGELES

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LEGEND

AIRPORTS

- Other than land-based airport/ seaplane base
- Hospital with helicopter landing facility (H)
- Tower: land-based, rotating beacon not operating
- Tower: land-based, rotating beacon operating
- Tower: land-based runways greater than 4999 ft. or some multiple runways less than 5000 ft.
- Tower: land-based runways greater than 4999 ft. or some multiple runways less than 5000 ft. and control zone
- Tower: land-based runways greater than 4999 ft. and control zone, rotating beacon not operating
- Airport with operational weather reporting service (AWOS, ASOS, AWSS, or LAWRS)

Airports having Control Towers are shown in blue; all others are magenta. Consult Chart Supplement for details involving airport lighting, operational hours, and services. All times are local or Coordinated Universal Time (UTC) as shown in Chart User's Guide.

AIRPORT DATA

Elev. in MSL
Service: CT - Control Tower; ATIS - Automatic Terminal Information Service; UNICOM - Aeronautical Advisory Station; CTAF - Common Traffic Advisory Frequency; TPA - Traffic Pattern Altitude; AFIS - Automatic Flight Information Service (FSS only)
Fuel: 100LL - 100 octane low lead; A - Jet A; A1 - Jet A1; A1+ - Jet A1 with additive
Segmented circle
Lighting: HIRL - High Intensity Runway Lights; MIRL - Medium Intensity Runway Lights; REIL - Runway End Identifier Lights; PAPI - Precision Approach Path Indicator; VASI - Visual Approach Slope Indicator
Airport of Entry
Landing Rights
Customs User Fee
Hours of Operation: H24 - Continuous; 0700-2100 - Local or UTC; SS-SR - Sunset to Sunrise; HN - Hours Not Established; PPR - Prior Permission Required
Traffic Pattern: Left; Right; Non-standard
Runway: Length; Width; Surface; Runway Lights; Runway Condition Code
Runway Dimensions (Landing Distance Available)
Displaced Threshold
Closed Runway
Runway Gradient
Runway Weight Bearing Capacity: SW - Single Wheel; DW - Dual Wheel; DTW - Dual Tandem; DDW - Double Dual Tandem
Runway Surface Type
Runway Lights: HIRL - High Intensity; MIRL - Medium Intensity; LIRL - Low Intensity; REIL - Runway End Identifier Lights; PAPI - Precision Approach Path Indicator; VASI - Visual Approach Slope Indicator; TDZL - Touchdown Zone Lights; RCLS - Runway Centerline Lights; ALSF - Approach Lighting System with Sequenced Flashing Lights; MALSR - Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights
Runway Condition Code
Runway Remarks
Runway Use Code
Arresting Gear
Helicopter Touchdown Area
Helicopter Runway
Seaplane Landing Area
Glider Launch Site
Ultralight Flightpark
Ultralight Activity
Unmanned Aircraft Activity
Parachute Jumping Area (See Supplement)
Hang Glider Activity
Ultralight Activity
Unmanned Aircraft Activity
Parachute Jumping Area (See Supplement)
Hang Glider Activity
Ultralight Activity
Unmanned Aircraft Activity
Glider Operations
Aerial Refueling Area
Military Operations Area (MOA)
Temporary Flight Restrictions (TFR)
Warning Area
Prohibited Area
Alert Area
Controlled Firing Area
Parachute Jumping Area

ADDITIONAL AIRPORT INFORMATION

- Private "(Pvt)" - Not public use having landmark value.
- Military Airfields. Only the most prominent of military airports are identified by abbreviations (AFB, NAS, MCAF, etc.).
- Fuels available (call for use of this marks ground basic airport symbol. Consult Supplement for details and availability.)
- Parachute Jumping Area. Drop Zone symbol. (Within 5 or 10 statute miles of airport.)
- Seaplane base
- Gliderport - general symbol. (Others within 100 statute miles of airport.)
- Heliport
- Rotating airport beacon in operation (Sunset to Sunrise)
- OBSTACLES/LIGHTS - Beacon not operating. Beacon operates sunset to sunrise or frequency of operation.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and most-used airspace is described. Consult Chart User's Guide.

- Class B (formerly Terminal Control Area)
- Class C (formerly Airport Traffic Area)
- Class D Airspace
- Ceiling of Class D Airspace in hundreds of feet MSL. Class D airspace normally extends from the surface to the ceiling value shown.
- Class E (Except Airspace)
- Class E (Except Airspace) that begins at 1200 ft. above surface and normally extends to the base of the overlying airspace.
- Class E (Except Airspace) that begins at 700 ft. above surface and normally extends to the base of the overlying airspace.
- Class E (Except Airspace) that begins at 1200 ft. or greater above surface and normally extends to the base of the overlying airspace.
- Class E (Except Airspace) that begins at 14,500 ft. MSL over non-mountainous terrain and 1,200 ft. above the highest elevation of the surface within the area designated and extends upward to but not including 18,000 ft. MSL.
- Class E Airspace that begins at 1,200 ft. above the highest elevation of the surface of the area designated and extends upward to but not including 18,000 ft. MSL.
- Class E Airspace that begins at 2,500 ft. above the highest elevation of the surface of the area designated and extends upward to but not including 18,000 ft. MSL.
- Class E Airspace that begins at 3,000 ft. above the highest elevation of the surface of the area designated and extends upward to but not including 18,000 ft. MSL.
- Class E Airspace that begins at 5,000 ft. above the highest elevation of the surface of the area designated and extends upward to but not including 18,000 ft. MSL.
- Class E Airspace that begins at 10,000 ft. MSL over the western U.S. and Alaska and at 14,500 ft. MSL over the eastern U.S. and extends upward to but not including 18,000 ft. MSL.
- Class E Airspace that begins at 18,000 ft. MSL and extends upward to but not including 60,000 ft. MSL.
- Class E Airspace that begins at 60,000 ft. MSL and extends upward to but not including 14 CFR part 71.193(h).
- Class E Airspace that begins at 14,500 ft. MSL over Hawaii and extends upward to but not including 18,000 ft. MSL.
- Class E Airspace that begins at 1,200 ft. above the highest elevation of the surface of the area designated and extends upward to but not including 18,000 ft. MSL.
- Class E Airspace that begins at 2,500 ft. above the highest elevation of the surface of the area designated and extends upward to but not including 18,000 ft. MSL.
- Class E Airspace that begins at 3,000 ft. above the highest elevation of the surface of the area designated and extends upward to but not including 18,000 ft. MSL.
- Class E Airspace that begins at 5,000 ft. above the highest elevation of the surface of the area designated and extends upward to but not including 18,000 ft. MSL.
- Class E Airspace that begins at 10,000 ft. MSL over the western U.S. and Alaska and at 14,500 ft. MSL over the eastern U.S. and extends upward to but not including 18,000 ft. MSL.
- Class E Airspace that begins at 18,000 ft. MSL and extends upward to but not including 60,000 ft. MSL.
- Class E Airspace that begins at 60,000 ft. MSL and extends upward to but not including 14 CFR part 71.193(h).
- Class E Airspace that begins at 14,500 ft. MSL over Hawaii and extends upward to but not including 18,000 ft. MSL.

COMMUNICATION BOXES

- 122.7 — CHANDLER TWR
- 118.3 — PHOENIX HOMA
- 360° RADIAL FROM CHD
- 046° DME FROM CHD
- Heavy Line indicates Flight Service Station (FSS). Frequencies 121.5, 123.6 and 243.0 are available unless otherwise noted. Where shown above boxes, all data frequencies are as shown.
- R - Receive only
- Frequencies above this line are remoted to the FSS. Pilots should monitor and initiate voice communication may be available at the FSS unless otherwise indicated in the Chart Supplement information.

RADIO AIDS TO NAVIGATION

- VHF OMNI RANGE (VOR)
- VORTAC
- VOR/DME
- VOR-TEC
- TACAN
- NDB (non-directional radio beacon)
- NDB - DME

OBSTRUCTIONS

Only the 50 in 200 is shown.

- 1,000 ft and higher AGL
- Mine Tunnel or Quarry
- Wind Turbine Farm
- Group of Obstructions
- Obstruction Clearance Slope (50:1)
- Elevation of the highest obstacle in the area. Height above ground or mean sea level. Under construction or reported (not confirmed) or temporary obstruction.
- Obstruction lighted. Lighting activated based on pilot request.

MISCELLANEOUS

- Aeronautical Light Beacon
- Rotating Beacon
- Airport Traffic Service Area (See Supplement)
- Heliport Traffic Area
- Hang Glider Activity
- Ultralight Activity
- Unmanned Aircraft Activity
- Parachute Jumping Area (See Supplement)
- Marine Light
- Aeronautical Light Beacon (2000 MILES)
- Rotating Beacon (2000 MILES)